

Inside Seven

AUGUST 1999

CALTRANS DISTRICT 7 EMPLOYEE NEWSLETTER

PASADENA FREEWAY BECOMES NATIONAL LANDMARK

First Freeway in the West Launched the Freeway Age

By Patricia Reid

California's first freeway, the Arroyo Seco Parkway (Pasadena Freeway) was designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers (ASCE) on July 23 at a ceremony at Casa De Adobe in Highland Park.

During the ceremony, Dr. Delon Hampton of Washington, D.C., ASCE President, presented Caltrans Chief Deputy Director Tony V. Harris with a bronze plaque which designates the pioneering Arroyo Seco Parkway as a national landmark.

"We are deeply honored to have the historic Arroyo Seco Parkway designated as a National Civil Engineering Landmark by the History and Heritage Committee of the Los Angeles Section of the American Society of Civil Engineers," Harris said.

"This recognition from the civil engineering profession is a wonderful tribute to the men and women whose vision, talent and hard work turned an intermittent stream into an engineering marvel. The people of California have enjoyed the fruits of their labors for over half a century. Today, their families and thousands of motorists share in their triumph."

Referring to the West's first modern freeway as a "symbol of determination," Harris praised the spirit of cooperation

between the federal, state and city governments of Los Angeles, Pasadena and South Pasadena which made the project possible.

Bob Sassaman, Acting District Director served as master of ceremonies. Also on hand were Assemblyman Jack Scott, Pasadena Mayor Bill Bogaard and Los Angeles City Engineer Vitaly Troyan. Eddie Reyes, Chief of Staff to Los Angeles City

Councilman Mike Hernandez, presented a special commendation to Caltrans. Diane Kane, the district's architectural historian, worked closely with ASCE members to prepare the application to nominate the parkway for the landmark award.

Colorful dedication celebrations in 1940 marked the opening of this six-lane, landscaped and divided superhighway. With bridges eliminating cross traffic, the roadway reportedly cut motoring time between Los Angeles and Pasadena to 13 minutes.

Only nine other California Public Works projects have been awarded the "landmark" designation. The 8.2-mile parkway received this special designation because it was the first fully grade-separated, limited-access, landscaped freeway to be built

as a non-toll state highway within an urban area. Built at a cost of \$5.7 million, it paved the way for over 4,000 miles of California freeways that came after it and it became the prototype for subsequent urban freeways in the United States.

The parkway was constructed between January, 1938 and December, 1940. The Arroyo Seco, a dry wash lying just west of Pasadena and curving south and west toward downtown Los Angeles, was considered an ideal location for a road as

early as 1895. However, for various reasons, construction did not begin for another 45 years. A bicycle speedway that was constructed in the early 1900's preceded the parkway as the first transportation artery in the Arroyo Seco Channel.

The parkway proved to highway engineers nationwide that a



UNVEILING THE BRONZE PLAQUE - Tony V. Harris and Dr. Delon Hampton lift a cloth to unveil the landmark plaque. Left to right: Mark Acuna with the Southwest Museum; Tom La Bonge, Special Assistant to Los Angeles Mayor Richard Riordan; Dorothy Cohen, South Pasadena Mayor Pro-Tem; Dr. Delon Hampton; Tony V. Harris; Assemblyman Jack Scott; Robert W. Sassaman; and Eddie Reyes.



California Highway Patrol officers lead a convoy of vehicles from Pasadena through Highland Park during the grand opening of the Arroyo Seco Parkway on December 30, 1940.

Pasadena Freeway

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fully grade-separated highway in an urban area was feasible, that such a highway would be popular with motorists and that substantial user benefits could be realized.

Arroyo Seco Parkway was followed by Route 163 in San Diego (1942), the Terminal Island Freeway (1943), the downtown extension of the Hollywood Parkway (1946-48), the San Bernardino Freeway (1950) and the Santa Ana Parkway (1949-52). These wartime and early postwar projects were designed for general traffic use and were later renamed "freeways."

The Arroyo Seco Parkway was extended after World War II to connect (1953) with the Hollywood and Santa Ana Parkways at the Four-Level Interchange in downtown Los Angeles and in 1954 was redesignated the "Pasadena Freeway."

Last month an international team of college students came to Los Angeles to participate in a unique summer program to "document" the Arroyo Seco Parkway. Caltrans provided \$100,000 for the program that is sponsored by the National Park Service. When completed by the Historic American Engineering Record (HAER) team, the report, drawings and

photographs of this renowned engineering landmark will be available to future generations at the U.S. Library of Congress and on their Internet site.

The team is led by supervising architect Andrew Johnston from the University of California, Berkeley and includes graduate and undergraduate students from all over the United States. There are four architects, two landscape architects, two historians and a photographer. An architect exchange student from Guadalajara, Mexico is also participating through the International Committee on Monuments and Sites.

The architects will produce a set of two dozen interpretive drawings which will depict significant features of the parkway including the pavement, landscaping, bridges and tunnels. The historians will use the drawings, in addition to public records, newspaper reports, special collections and secondary sources, to produce a report focusing on the history and engineering of the parkway.

The final product will be delivered to Caltrans within 12 – 18 months following the completion of fieldwork. The HAER student team and Eric Delong, HAER Chief, from Washington, D.C., will give a formal "close-out" presentation at the Executive Staff Meeting on August 12, 1999. The team will also give a slide show presentation for employees the same day at the State Office Building at 107 South Broadway.



This 45lb. beautiful bronze plaque will be placed in a public area for all to see in the vicinity of the Arroyo Seco Parkway.



Tony V. Harris, Chief Deputy Director, is interviewed by a KCAL Channel 9 reporter; just one of the many members of the media present for the special Arroyo Seco Parkway event.

Ribbon-Cutting Marks Completion Of Curb Ramps In Pasadena

By Ivy Estrada

On Friday, July 9, 1999, Caltrans and the city of Pasadena celebrated the completion of the curb ramp construction project. With a Canoga Park-based company, Gansek Construction Company as the contractor, Caltrans installed 32 curb ramps at freeway overpasses in Pasadena. The installations were at 14 locations adjacent to the Foothill (210), Ventura (134) and Long Beach (710) Freeways. The ribbon-cutting ceremony was held at the curbside along the Foothill Freeway (210) at the corner of Marengo and Corson Streets in Pasadena. This marked the completion of Caltrans' two-month long ramp installation project, and celebrated the partnering of Caltrans and the city of Pasadena in the achievement of this success.

Robert Gorski, Access and Issues Coordinator for the city of Pasadena, began the celebration with opening remarks that emphasized the importance



From Left: Ms. Margaret Belton, member of Pasadena Senior Commission; Councilman Chris Holden; Cynthia Kurtz; Assemblyman Jack Scott; Senator Adam Schiff; Doug Failing; and Robert Gorski.



From left: Councilman Chris Holden; Ms. Margaret Belton, member of Pasadena Senior Commission; Senator Adam Schiff; Assemblyman Jack Scott; Tom and Eileen Helton, Commissioners of the Accessibility & Disability Commission (and their child); Doug Failing; Ashraf Habbak; and Sandy Linderhoefer, Commissioner of the Accessibility & Disability Commission, cut the ribbon officially opening the new curb ramp project in Pasadena.

of curb ramps in providing access to wheelchair users. Curb ramps also benefit many non-disabled people who appreciate the convenience and safety they provide, Gorski said. Since the passage of the Americans with Disabilities Act (ADA) in 1990, everyone has worked harder to provide greater access. The city of Pasadena and the Metropolitan Transportation Authority have also completed curb ramp projects throughout Pasadena and have plans for additional ramp construction in the future. It was reported that within four years, Pasadena expects to complete its long-range curb ramp project of 1,100 curb ramps at approximately 375 intersections throughout Pasadena. The cost of the project is estimated at \$2.5 million.

State Senator Adam Schiff; State Assemblyman Jack Scott; Pasadena's District 3 Councilman Chris Holden; and Pasadena City Manager Cynthia Kurtz spoke about the importance of access, team effort and the ongoing desire to ensure that the city's overall facilities and features meet the needs of the residents and the business community. Gorski emphasized that accessibility in whatever form it occurs benefits the entire com-

munity.

Others who attended the ceremony were Ashraf Habbak, the project's resident engineer; representatives from the City of Pasadena Public Works Department including Jack Lidyart, Director; the Accessibility and Disability Commission of Pasadena; and reporters from the Pasadena Weekly newspaper.

Doug Failing, Division Chief of Project Development who represented the district, gave the historical perspective of Caltrans' involvement with the ramp project. He reaffirmed the importance of having completed a project that benefits wheelchair users and that also conforms to the ADA regulations. Failing reported that the curb ramp project in Pasadena was part of District 7's overall goal to build 13,100 curb ramps at various state routes throughout Los Angeles and Ventura counties. To date, District 7 has constructed 10,700 ramps and plans to construct an additional 2,400 over the next eight years. Each ramp costs approximately \$3,000 to build. Similar goals for ramp construction are under way at Caltrans districts throughout the state.

Construction Picnic Builds Friendships

Construction employees, their families and friends, and retirees alike gathered on Saturday, June 15 at beautiful Brookside Park on a hot summer day for the first annual Construction Employee Appreciation Picnic. The picnic was proposed by Construction managers and coordinated by a picnic committee, which consisted of representatives from various construction offices. Committee members included: Derek Sim, Kenicia Lopez, Yanina Bashoura, Eurline Marbley, Ken Lam, Ubaldo Sautto, Laura Chavez, Maria Katindig, Cristina Reyes and Carl Capistrano.

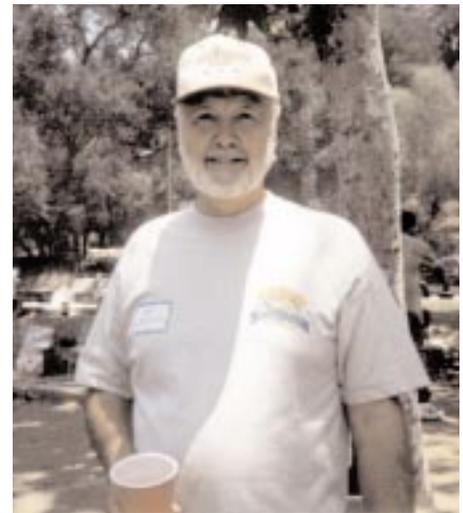
Brookside Park, located in Pasadena, made for a fine location for an event where swimming and tennis courts were available to all as well as games, like water balloons, volleyball, softball, tug-of-war and a piñata which all made for a great day. An employee band called "Traffic Jam" was a highlight of the day and included guest drummer, Robert W. Sassaman, Acting District Director. Other band members were Greg Panos from Information Systems on guitar; Cecilio Burciaga from Traffic playing bass; and Medardo De La Cruz from Design on saxophone. What a treat!



Construction competitors try their skill in a friendly tug-of-war game.

Construction managers and supervisors donated to a picnic fund which helped to provide a lot of food and drinks to employees, their families and friends at a minimum cost. Potluck dishes were also a welcome addition to the day's feast. "The food was just delicious," commented Mark Archuleta, Chief, Construction Field North. Construction chiefs and supervisors barbecued and other volunteers helped serve.

"This was our way to say "thanks" to our employees for their contributions



Robert W. Sassaman, Acting District 7 Director, enjoying a day of rest and relaxation at the Construction picnic.



From left: Derek Sim, Ghassan Dagher, Tony V. Harris, Moe Izadapanah, Andy Shigenaga, Tyrone Taylor and Syrus Parvizian enjoy a day of fun in the sun.

and accomplishments throughout the year," said Construction Division Chief, Peter Chan, donning a homemade apron made by Cristina Reyes that said "Division Chef" (instead of Chief). Chan acted as one of the volunteer chefs for the day.

Tony V. Harris, Chief Deputy Director, brought his son to enjoy the day's festivities. Employees and their families were thrilled to have an opportunity to have a friendly chat with Harris and Sassaman in such a relaxed and sociable setting.

Added Chan, "Because our first annual picnic was such a great success, all employees want to make this our tradi-

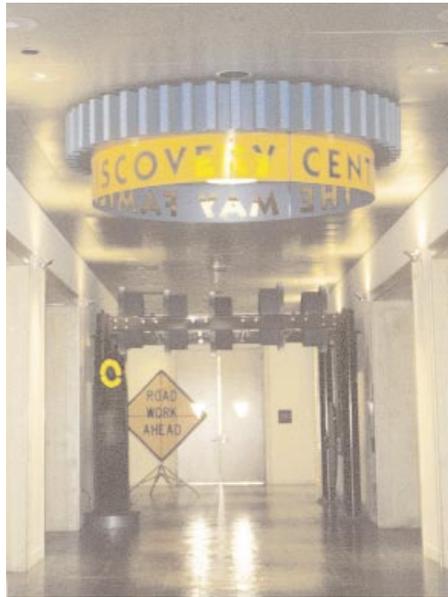
Caltrans Presents Exhibit At Petersen Automotive Museum

By Judy Reynolds, Training Coordinator
(formerly of Public Affairs)

All employees and their families are strongly encouraged to visit the fabulous Caltrans exhibit at the Discovery Center situated inside the Petersen Automotive Museum in Los Angeles. The amazing museum, located at 6060 Wilshire Boulevard, is home to hundreds of antique and classic cars; racecars, like the Indy and sprint cars; and the car that holds the world's land speed record. And the Discovery Center, where the Caltrans exhibit is found, offers hands-on activities aimed at the interests of young children, and it's fun and fascinating for adults as well.

The Caltrans display, located on the third floor of the museum, includes items from Maintenance and Construction, especially as they relate to safety.

This was a perfect opportunity to get our safety message across as well as show the kids something about freeway construction in the process. Vincent Moreno of Project Studies collected and coordinated items for placement in the museum's display (when he worked in Public Affairs). The museum also has a great gift shop with fun things to look at even if you just want to browse. In addition, the



Entrance to the Caltrans exhibit at the Discovery Center inside the Petersen Automotive Museum.

California Transportation Foundation provided the museum with valuable educational resources.

If you care anything at all about cars, this place will stop your heart. So, do something different; do something fun; and do something "Caltrans," and take the whole family and visit the Discovery Center at the Petersen Automotive Museum soon. You will be glad you did!

The museum is open from 10 a.m. to 6 p.m. Tuesday through Sunday. Their telephone number is (323) 930-2277.

Quality Corner

Caltrans THE LEADER IN QUALITY TRANSPORTATION

By Otto Jarquin

Design Division puts its game face on! Like a professional athlete who strives to be the best, our staff is committed to providing the best quality products to satisfy our customers. The Design Division, led by Office Chief Doug Failing, is embracing the Quality concepts and looking to set a new pace in our business. Like many other fields in the professional world, the only constant is change and our success depends on our ability to adapt. With changes in SB-45, Caltrans needs to continually reinvent itself. This we can achieve by working proactively as a team. As a member of the Caltrans team, one may ask, "What exactly is Quality, and how does it affect me?"

Quality is a way of managing an organization involving all employees. Quality is more of an ideology than a management process. The core belief of Quality is that every person is responsible for the work and the final product. It is everyone's responsibility to improve the process and the quality of work. This way quality is built into everything we do. A single person using the quality concepts can have a big impact on any organization, but a team using the quality concepts can have a tremendous impact on all of Caltrans. The more people get involved, the greater the impact on our organization. It is important to note that the key to the success of Quality Management is the involvement of all employees. One of the best ways to contribute is by participating in a Quality Team. As a member of a Quality Team you present your ideas to the Executive Board and implement change. Working side by side with management, team members can make a direct impact on the way we do business. This is an opportunity to communicate your ideas and receive recognition for your efforts.

The Design Division has sponsored award-winning teams that have produced results such as Addendum Reduction, Centralized Filing System, On-the-Job



Three-year-old Christopher Danielson enjoys his day at the Discovery Center's "Tot Lot."

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Pregnancy Discrimination

By Cathi McMahan, Equal Opportunity Officer

Consider the following scenario:

"Emily Smith" applies for a waitress job at the Oceanfront Dining House. "John Watkins," the restaurant manager, interviews Emily for the job and is impressed by her past experience and cheerful demeanor. He offers Emily the job. At the end of the interview, John and Emily chat about their families. John mentions that one of the joys of married life is having children. Emily delightedly responds that she and her husband are in-fact expecting their first child. A few days later Emily calls John to find out when she is to start at the restaurant. John informs Emily that he decided to hire someone else because he was afraid that Emily would not be able to carry the heavy trays and he did not want customers to think that he mistreated his employees by making them work when they were pregnant. Emily tells John that he should not have assumed she couldn't do the job because she was pregnant.

Does Emily have a valid claim for pregnancy discrimination?

As long as Emily can do the work of a waitress, John cannot deny her the job because he fears that at some point Emily won't be physically able to carry heavy trays. He also cannot deny her because of fear that she will miscarry if she does carry the trays or of what his customers might think if he allows her to carry the trays throughout her pregnancy. If it turns out that Emily at some point is unable to lift the serving trays, then Dan must treat her as any other employee similarly unable to perform this function of the job. Let's say that another waiter, "Tom" breaks his arm. If John arranges

for a bus boy to carry Tom's trays, that's what John should do for Emily. So the answer is "yes;" Emily has a valid claim for pregnancy discrimination.

Pregnancy discrimination is a form of sex discrimination protected by the Pregnancy Discrimination Act (PDA). The essence of the law is simple: treat women who are pregnant or affected with related medical conditions the same way you treat anyone else who has similar limitations. The Act makes it clear that employers cannot exclude pregnant women from jobs because of stereotypical beliefs that they are incapable of doing their jobs or that after childbirth they will leave their jobs.

The following are other provisions of the PDA:

If an employer allows leave for temporary disabilities not related to pregnancy, it may not deny leave for pregnancy-related disabilities or apply different terms or conditions to such leave. An employer may not specify the time that maternity leave commences. An employer must use the same procedures to determine a pregnant employee's ability to work as it uses to determine a temporarily disabled employee's ability to work.

Employers must hold open a job for a pregnancy-related absence the same length of time jobs are held open for employees on sick or disability leave.

Many might remember the headlines when actress Hunter Tylo filed suit against Spelling Entertainment Group for wrongful termination and breach of contract. The actress alleged that she quit her job on the soap opera *The Bold and the Beautiful* for a role on *Melrose Place*. A few weeks after agreeing to a four-year contract, she discovered she was preg-

nant. She was fired a month later without ever appearing on the show. Spelling Entertainment claimed that the pregnancy would have been impossible to hide on the show, where partial nudity is the rule and not the exception. The jury in the case awarded Tylo a \$5 million judgment. The case serves to underscore that statutes exist to protect pregnant employees against discrimination in the workplace.

If you find that you are feeling bad or find that your pregnancy is affecting your work performance, or more importantly, that you may need a reasonable accommodation, discuss the matter with your doctor and your supervisor as soon as possible. For more information on pregnancy discrimination contact the Equal Opportunity Office at 7-0597.

Quality

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Training, and the Mentorship Program. We have a newly formed team in the area of Storm Water Management which will address high priority environmentally sensitive issues.

We continually look forward to better and more cost-effective ways of doing things. Think Quality in Caltrans.

Picnic

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tion." What a great way to get to know each other better as well as honor employees in such a fun and friendly environment. "We also plan to have our second annual holiday party sometime in December."



Left to right: Mother of Mohammad Ghannoum, Mrs. Mogus Brook, Mr. & Mrs. Peter Chan, Martha Hetzler and Moe Izadapanah.



Dear Mr. Sassaman:

I am a construction inspector in the Public Works Department for the City of Thousand Oaks. I have written this letter to commend Joyce Minzy, Office of Permits, for her helpfulness, knowledge and willingness to go the extra step to make sure that I had all the information that I required regarding a construction project I am currently involved with.

I have been working with a developer on a tract located south of the interchange of the 101 and 23 Freeways. During different phases of the project, I have had to stop construction on numerous occasions due to the developer failing to obtain proper permits, signed drawings, etc., prior to starting construction. They are preparing to construct a sewer main in Rancho Road through the Caltrans easement to provide service to the project. I have instructed them to contact Caltrans and apply for an encroachment permit. At this time, I have not received verification from the developer of their having received their permit.

Because of the developer's history of not following proper protocol on this project, on June 22, I called the District 7 Permits Office myself to verify the existence of the required permits. I spoke to Ms. Joyce Minzey and explained the situation. Ms. Minzey promised to research the Permits tracking system and return my call. Not only did she return my call in a more-than-timely manner, she had also contacted the area inspector. Joyce's efficiency, expert knowledge and willingness to be more than just helpful were more than I expected and very much appreciated. Because of the excellent service she provided, my job will be much easier, Caltrans' job will be easier and a better project will be produced for both the City of Thousand Oaks and Caltrans.

Having worked in the public sector for many years, I know that it is seldom we hear good things from the customers we serve. Most people have a pre-conceived notion about the efficiencies of government employees which precludes their ability to appreciate someone who is

truly helpful. I am sure that Joyce's efficient manner and pleasant demeanor have managed to break through those preconceptions with the people to whom she has provided service.

Caltrans should be proud to have an employee like Joyce on staff, and I am grateful that it was she who handled my call. This is to convey my gratitude and thanks to Joyce, her supervisor and Caltrans.

Sincerely,
Shari Crawford
Construction Inspector
Public Works Department
City of Thousand Oaks

Dear Mr. Sassaman:

Very often we, the public sector, hear more negative comments about our performance than the good ones. This time, I would like to take this opportunity to inform you how much I appreciate and enjoy working with your staff in the Traffic Division. They are Dale Benson and Ken Hatai. These two individuals and their staff have been very helpful to the City of Whittier on many occasions. Not only are they knowledgeable on the subject of traffic engineering, they conduct business in a professional manner. Special thanks to both Dale and Ken for reviewing the Albertson's development and their assistance in moving ahead with the Whittier Boulevard median project.

Sincerely,
Joe C. Dyer
Assistant Director of Public Works/
City Traffic Engineer
City of Whittier



Division Of Planning Makes Scholastic Donation

The Division of Planning recently made a generous contribution to the California Transportation Foundation's Scholarship

Program. The purpose of the program, sponsored by Caltrans Planning Staff Development Program (PSDP) and the California Transportation Foundation (CTF), (a non-profit public benefit organization), is to recognize, encourage and assist outstanding students currently employed by the Department enrolled in a college or university curriculum. The program helps to prepare the student to assist in attaining the objectives of the Department. The student should also have intentions to pursue a career in transportation planning or a related field.

The contributions are made yearly to the program. What's more, CTF matches those donations made by the Division of Planning. Heinz Heckerorth, Executive Officer of the CTF, wrote to the division, "Thank you for remitting contributions to the Planning Scholarship Fund. We appreciate your support and interest." Caltrans also extends its appreciation to the division for their participation in, and contributions to, this valuable scholarship organization.

New Headquarters Safety Campaign

A new safety campaign, initiated by Caltrans Headquarters, recently aired on local radio stations reminding commuters to drive safely in work zones. Heard recently on radio station K-BIG 104.3 F.M., the public service announcement said that the news was being brought to the listeners by the Caltrans "family," reminding drivers to be on the lookout for the orange cones and drive with extra care through work zones.

Director Medina's Visit To District 7

Caltrans Director, Jose Medina, will be visiting each district for a town-hall-type meeting with employees. His visit to District 7 will be later this year. Employees will be updated with the details as they become available.

Cultural Cuisine



A SUMMER PICNIC

MARTHA STEWART'S CRISPY FRIED CHICKEN

- 6 cups nonfat buttermilk
- 1/4 cup plus 5 teaspoons salt
- 1/3 cup Tabasco sauce (optional)
- 3 cups all-purpose flour
- 1 tablespoon freshly ground black pepper
- 1-1/2 teaspoons ground cayenne pepper
- 2 tablespoons baking powder
- 2 pounds vegetable shortening
- 6 tablespoons bacon drippings (optional)
- 2 two-to-three pound chickens, each cut into 8 pieces for frying

Combine buttermilk, 1/4 cup salt and Tabasco sauce (if using) in a bowl. Transfer to large, air-tight container. Add chicken pieces turning to coat in the liquid. Cover and refrigerate at least 2 hours or overnight. Heat oven to 200 degrees. Combine flour, remaining 5 teaspoons salt, black and cayenne peppers and baking powder. Place flour mixture in a large brown paper bag or large zippered plastic bag. Shake vigorously. One at a time, place chicken pieces in the bag and shake to coat. Place coated pieces on a clean plate or tray. Heat vegetable shortening (and bacon drippings if using) in two 10-inch cast-iron skillets over medium heat. Using a frying thermometer to measure temperature, bring shortening to 375 degrees; it should be at a medium, not a rolling boil. Use tongs to place thighs and drumsticks in skillet. Fry until coating is dark golden on bottom, 10-14 minutes; then, using tongs, turn chicken over. Cook until coating is dark golden, another 10-14 minutes. An instant-read thermometer inserted into a thigh should register 170 degrees. Drain on several layered paper towels. Transfer cooked pieces to baking sheets and place in the oven to keep warm while frying remaining chicken. Using a slotted spoon remove any bits of coating left in skillets and discard. Place breasts and wings in skillets. Cook 10-14 minutes on each side; drain on paper towels. Remove dark meat from oven and serve.

THE PANTRY'S FAMOUS COLE SLAW

From the original Pantry Restaurant in Los Angeles owned by Mayor Richard Riordan.

- 1 1/2 cups plus 2 tablespoons mayonnaise
- 6 tablespoons plus 1 teaspoon sugar
- 3 tablespoons plus 1/2 teaspoon wine vinegar
- 3/4 cup plus 1 tablespoon vegetable oil
- Dash of black pepper
- 1 tablespoon & 2 teaspoons lemon juice
- 3/4 cup plus 1 tablespoon half-and-half
- 1/2 teaspoon salt
- 2 heads cabbage finely shredded
- 1/3 teaspoon each garlic, onion, mustard and celery powders

Blend together mayonnaise, sugar, vinegar and oil. Add spice powders, pepper, lemon juice, half-and-half and salt. Stir until smooth. Pour over cabbage in a large bowl and toss until well coated. If you wish, use only half the dressing to one head of cabbage and save remaining dressing for a fruit salad or other salad. Dressing keeps well, covered tightly in refrigerator for several days. Makes about 1 quart dressing.

Please e-mail favorite recipies you would like to share with others to Jeanne Bonfilio, Editor, by the 5th of each month.

CALENDAR OF EVENTS

- Aug 12 9:30 – 11:30
Historic American Engineering Record (HAER) team presents slide show for employees on the Arroyo Seco Parkway at State Office Building Auditorium, 107 South Broadway
- Aug 29 – Sept 3 National Association of Governor's Highway Safety Representatives (NAGHSR) Annual Meeting in San Antonio, Texas

EDITOR'S NOTE:

Please send articles or ideas for Inside 7 to Jeanne Bonfilio, Public Affairs, via e-mail by the 5th of each month to be considered for publication. All submissions are due to Graphic Arts for typesetting no later than the 15th of each month. For further information, please call Jeanne at 7-3630.



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